

Department of Transportation - Aeronautics Division

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Sclair and Greenland Expeditioners to Speak at Conference

Dave Sclair

Dave Sclair, Co-Publisher of *General Aviation News & Flyer*, the oldest general aviation



newspaper in continuous publication and now in its 44th year of service to the aviation community, will be the featured speaker at the Thursday kick-off luncheon at the Montana Aviation Conference.

Sclair and his wife, Mary Lou, purchased the former Northwest Flyer in 1970 and moved to Tacoma, WA where they live on Shady Acres Airport, a residential airport with 40 homesites. They have a daughter, Robyn, who is a Dash-8 captain with Mesaba Airlines (a Northwest Airlink Company) and living in Detroit, and a son, Ben, who is in the aviation major program at the University of North Dakota in Grand Forks.

General Aviation News & Flyer traces its origin to General Aviation News founded in 1949 as Sell-A-

See SCLAIR, page 3

Greenland Expeditioners

Fifty years ago on July 15, 1942, a flight of six P-38F Lockheed Lightnings and two Boeing B-17E Flying Fortress bombers, (Code named "Operation Bolero") made a forced landing on the Greenland ice cap.

After leaving Greenland, the group encountered severe weather as they neared Iceland. When they turned back to head for the U.S. base at Greenland, they received a radio message that the field was closed due to weather. It was learned later that this information was incorrect. Speculation is that the transmission originated from a German U-boat.

Caught over eastern Greenland with rapidly depleting fuel reserves, they opted to land on the ice cap of Greenland's southeast coast about ten miles from the sea. The 25 crew members were rescued after nine days on the ice, camped out in the B-17s.

The planes sat untouched and apparently forgotten for 40 years.

See GREENLAND, page 3



Administrator's Column

Condolences to the Obie Family: The entire aviation community was stunned upon learning of the tragic accident that took the life of veteran aviator Edgar Obie of Chinook. Edgar had not only gained the respect of the aviation community but was equally thought of by his hometown people and friends. He served Chinook as Mayor for several years and was currently serving as Chairman of the Chinook Airport Commission. Most recently, Ed had seen the Chinook airport improvement project which he had worked so hard on for several years, come to completion. We will all miss Edgar and, on behalf of the Aeronautics Division staff, the Aeronautics Board, and the entire Montana aviation community, I would like to express our sorrow and condolences to the Edgar Obie family.



AOPA Voices Concern to President: Aircraft Owners & Pilots Association Phil Boyer told President Clinton that AOPA members are concerned about Treasury Secretary Lloyd Bentsen's mention of a possible new federal fuel tax. Boyer stated "This came as unwelcome news to the ailing aviation industry. Whether it's a broad-based emergency tax or an increase levied specifically on aviation fuel, any increase in the federal taxes on aviation fuel would deal a severe blow to our already fragile industry." In reference to the 1990 federal tax increase, Boyer further stated "We have little confidence that an increase in fuel taxes will be applied to reduce the staggering federal deficit. We've been down this road before."



Liability Reform Legislation Again Surfaces: Senator Kassebaum (Kansas) and Representative Glickman (Kansas) have each introduced legislation to reform liability laws affecting general aviation. Both lawmakers have introduced unsuccessful legislation many times over past years but stand firm on their convictions that the federal government controls or regulates the general aviation industry and; therefore, uniform federal standards of liability should be enacted. That conflicting state liability laws are destroying an industry which is completely regulated by the federal government. Senator Kassebaum noted that the foreign aircraft manufacturers are increasing their share of the U.S. market and stated that "In order to save the domestic general aviation industry, and the jobs that go with it, it is essential that we enact uniform, fair, and reasonable federal standards of liability."



Aviation Conference: You have all been seeing a lot about our upcoming ninth Montana Aviation Conference being held in Missoula on February 24-27th. Debbie Alke of our staff and the Missoula Conference Committee have been working tirelessly for the past several months putting together a great program for you. I would like to encourage you to be sure to put aside whatever you are doing and come to Missoula and join us for an exciting and educational few days.



Montana and the Sky
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Mayor Honors Billings Cadet

Mayor Richard Larson, Billings, presented Cadet Flight Officer Nichole Pilakowski with the General Billy Mitchell Award. This is the third highest award within the CAP cadet program.

Nichole is currently the cadet commander for the cadet section of Billings Composite Squadron, an outstanding student at Billings Central Catholic High School and is hopeful of getting into the Air Force Academy.

Cadet Pilakowski, Cadet Technical Sergeant Stacy Turcotte and Cadet Sergeant Chris Whitmer all received commander's commendations from Colonel Robert Meadors, Commander of Montana Wing-

CAP for their outstanding efforts on behalf of the 1992 Montana Wing Cadet Drill Team.

Captain Leroy Keilman, squadron safety officer, was recognized for being the second oldest active pilot in Montana and for over 50 years of continued service with CAP. Captain Keilman is a very active CAP mission pilot and in his early 80's.

The theme for this years annual awards ceremony was aerospace education.

Anyone in the Yellowstone County area interested in CAP's programs such as: emergency services and civil defense; aviation education or the cadet program should contact Billings Composite Squadron at 839 Lynch Dr., Billings, MT 59105.

SCLAIR, from page 1

Plane and Northwest Flyer, founded in 1959. Northwest Flyer was changed to Western Flying in 1972 and General Aviation News was acquired in 1990 and merged into Western Flyer to create the nation's

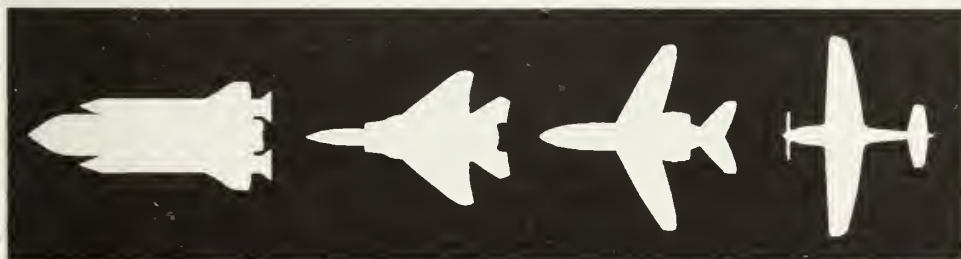
only bi-weekly aviation newspaper. A monthly section on Alaska is the result of acquiring two failing publications in that state.

A pilot since 1968, Sclair has logged over 2,000 hours. He holds a private certificate with SEL, MEL and instrument ratings. Currently flying an E-55 Baron, he also operated a Cessna 172XP, a 1946 J3 Cub and a B1-RD ultralight. Born in Bangor, Maine, Sclair started his flying while working on a weekly newspaper in Kermit, Texas. After several starts and stops, he earned his private rating while living in Edmond, OK and publishing a weekly newspaper in that community. Shortly after earning his license, Sclair started a monthly aviation tabloid, the *OK Flyer & Trading News*.

In 1983, *Western Flyer* and the Sclairs organized the Aircraft Recreation Vehicle Design Contest which resulted in more than 120 original airplane designs and culminated with a fly-off at the EAA Fly-In at Oshkosh when 16 planes were completed and took part in the flying contest.

Evolving out of a directory published in the newspaper, Sclair has developed a growing and popular organization for residents (and other interested individuals and companies) of residential airports, called the Living With Your Plane Association.

Sclair is a member of numerous aviation and community organizations and has served in many capacities with those groups. He served AOPA as its Northwest Regional Representative for a number of years. Professional Pilot Magazine named Sclair Publisher of the Year in 1993 "for spreading the good word about aviation and for his innovative contributions to publishing."



Calendar

Feb. 24-27, 1993—Montana Aviation Conference, Holiday Inn, Missoula.

March 1-3, 1993—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

April 17, 1993—Aviation Banquet, Elks Club, Billings - Call Dave Kimball, RMC 657-1060

July 25-31, 1993—Region 8 Soaring Championships, Livingston. Call Steve Ard 388-6887.

GREENLAND, from page 1

Enter.... Ernest Patrick "Pat" Epps and Richard L. Taylor, Jr. both of Atlanta and co-founders of the Greenland Expedition Society.

Epps, the owner of Epps Aviation, a large FBO at Peachtree-DeKalb Airport in Atlanta, GA, is the son of a distinguished aviation pioneer. He is a 6,000 hour pilot with an ATP rating. He is also an engineer.

Taylor is consummate adventure-seeker. An award-winning Atlanta architect, he is also a commercial pilot.

When they initially became involved in this project, Epps and Taylor thought it would be a fairly simple matter to locate and recover the aircraft.

Trips were made to Greenland in 1981, 1986, 1988, 1989, 1990 and 1992 which was the 50-year anniversary of the forced landing and the Greenland Expedition Society made an all-out effort to resurrect the P-38 Delta...and succeeded.

With five airplanes left, Epps and Taylor are anxiously awaiting their recovery.

Make plans now to attend the awards luncheon at the Montana Aviation Conference to hear Epps and Taylor tell the story. The luncheon will be held on Saturday, February 27, beginning at 11:30. Reminder: Meal tickets must be reserved at least 24 hours in advance.

Aviation Conference Plans Finalized

Anyone who has not registered for the 1993 Montana Aviation Conference is urged to fill out the registration form on Page 7 and return as soon as possible. The conference will be held February 24 - 27 at the Holiday Inn at Missoula and promises to be another great Montana aviation event filled with informative, educational sessions.

In addition to being a good time for continuing education, the conference provides a forum for those from all facets of the aviation industry - from those who make their living through aviation to the Sunday pilots - to meet on an informal basis to discuss issues of mutual interest.

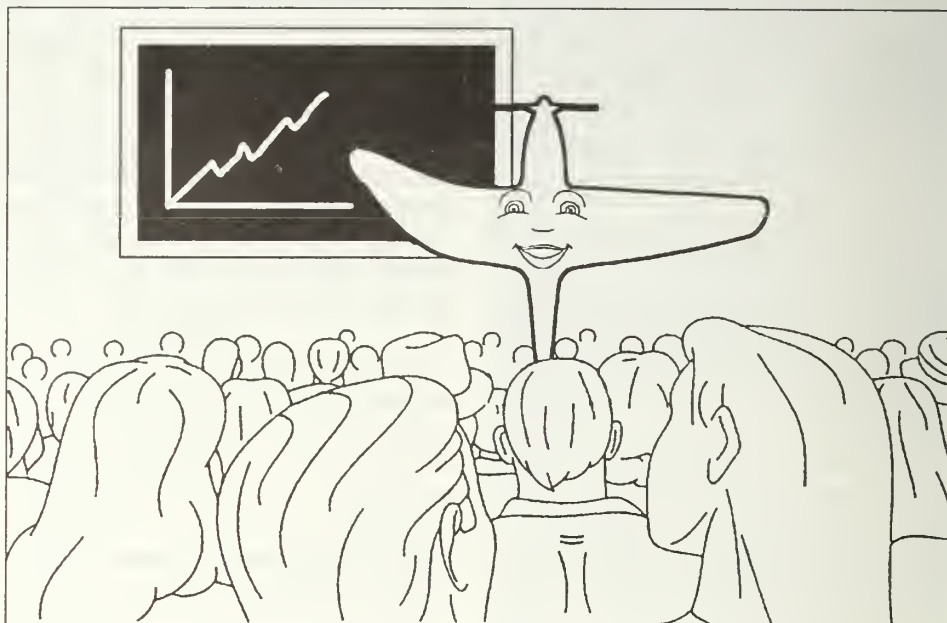
The conference will feature an impressive list of speakers, both for meal functions and for concurrent sessions.

The Aeronautics Division's annual Aircraft Mechanics Refresher Seminar will be held in conjunction with the conference as will the Aerial Applicators recertification session for renewal points.

Other sessions will include an FAA Question and Answer Session, Aeronautics Board Question and Answer Session, a Flying Companion Seminar for non-pilots, federal and state legislation updates, an airports sessions, GPS/Loran, Flying in Canada, sessions conducted by the AOPA Air Safety Foundation and many others.

Dr. Jerald Cockrell of Anchorage, Alaska, will speak Thursday evening.

A tentative schedule is provided in this publication along with the registration form. Note that those who preregister will be eligible for a special drawing.



Business and/or board meetings will be held for the Montana aviation organizations as will a meeting of the AOM Board.

Exhibitors from all over the country have reserved booth space and thousands of dollars worth of door prizes will be given away.

This year's conference sponsors are the Montana Aviation Trades Association, Montana Pilots Association, Montana Airport Managers Association, Civil Air Patrol and the Montana Aeronautics Division.

A special spouse/guest program will be offered Friday afternoon and students will be treated to an aviation awareness program also being held on Friday.

Registration fees are \$30 for an individual and \$40 for a family. This allows entrance into

all sessions and includes drink tickets for a hospitality hour and a luncheon on Friday. A day pass allowing entrance into the sessions and exhibit area for one day is also available for \$15.

Meal tickets are separate from the registration with the exception of the Friday luncheon and must be reserved no later than 24 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

Rooms for the conference have been blocked at the Holiday Inn (721-8550) and the Village Red Lion (728-3100) at the rate of \$50 for a single; \$54 for a double and at the Executive Motor Inn (543-7221) at the rate of \$30 for a single and \$38 for a double.

Red Cross Blood Center Invitation

The American Red Cross Blood Center in Missoula would like to welcome all members of the Montana Pilots Association, and visiting pilots, to the Montana Aviation Conference to be held in Missoula this year.

The Red Cross would like to give special thanks to the Civil Air Patrol for the dedicated volunteers that fly the blood from one Montana community to another any time of the day or night whenever the need arises. There are documented times when, without the aid of CAP, lives would surely be lost. Pilots volunteering their time for

such a worthy cause are definitely a great asset to our Montana communities, and in case no one has told you lately, you are very much appreciated!

I would like to invite all pilots, their friends and families to help make miracles happen by donating blood. The Missoula Red Cross Blood Center is located at 1429 South Higgins. If anyone is interested in a community service project by sponsoring a blood drawing, please call me at 543-6695. Thanks for all your help.

Jean McKinley, Donor Services

Snow Runways?

By: Gerald Burrows
Chief Airport/Airways Bureau

The Department of Army, Cold Region's Research and Engineering Laboratory, (CRREL), Corps of Engineers think so. A portion of the Yellowstone Airport runway ramp area is being used as a research site in support of Project Pegasus, which, in part, concerns the feasibility of constructing a compacted snow runway at the south Pole and in the vicinity of the McMurdo Station, Antarctica.

Landing on snow is nothing new, you say, just strap on a pair of skis and you are in business. However, this is not what the research is about. The construction of a functional, compacted snow runway, capable of supporting fully loaded wheeled aircraft (no skis) such as a C-130 or C-141, may be required in the vicinity of the South Pole as air delivery is currently under consideration as a possible material delivery system.

Although snow runways have been constructed since the advent of WWII, they have principally been suitable only for aircraft equipped with skis due to limitations on the maximum possible snow strength attainable with past and current snow processing techniques. Ski equipped aircraft are severely limited in number and dependence on these would in turn impose limitations on the air delivery system. It is, therefore, desirable to identify the optimum method for processing snow such that the resulting compacted snow has attained the

maximum compressive strength possible, with the goal of supporting a tire pressure near 100 psi.

The primary objective of this project then is to identify the procedure which will produce a compact, bondable snow which will sinter in the least time duration at temperatures less than -10C (14F). The resulting processed snow should be a high strength snow suitable for a compacted snow runway. In order to identify the optimum processing technique, field studies are required. As initial density is directly proportional to final snow strength, it is desired to determine which type(s) of snow processing equipment produce the highest density snow and quantitatively verify the temporal evolution of snow strength after processing for approximately 90 days.

Basically, the snow is processed by using various implements provided by the Logan Manufacturing Company and compacting it. The related pictures depict some of the equipment that was used.

The Yellowstone Airport located just north of West Yellowstone was chosen because the snow properties and winter temperatures are as

analogous as possible to those at the South Pole during their summer. The Department of

Civil Engineering at Montana State University has been performing research concerning the image analysis of snow



the past decade and; therefore, has equipment and facilities to assist in this research. Montana State University professor and graduate students will work on this project and perform the weekly testing through March 30th.

The immediate application of the results of this research would be demonstrating improved methodology in constructing a functional, compacted snow runway, capable of supporting fully loaded wheeled aircraft. Air delivery by wheeled aircraft is the most logical choice for a material delivery system at the South Pole if maximum compressive snow strength can be achieved with snow processing techniques.

This research will enhance ongoing efforts in Antarctica by CRREL/NSF in the construction and maintenance of a compacted snow runway at South Pole.

The results of this study would also aid in the construction of good quality, robust snow roads for military use in Alaska and other northern and polar regions. This research is under the direction of Renee M. Lang, D. Sci., Research Physical Scientist, CRREL.

A full, technical explanation of this project is available from this office. Dr. Lang is presently in Antarctica and will return to Montana in March.

It will be interesting to learn the outcome of this test and how Montana snow compares to that down south.



A Tribute To Edgar G. Obie

Edgar G. Obie, 74, former Chinook mayor and exceptional World War II pilot, was killed in a freak accident at the Chinook Airport.

Obie was struck in the head by the tail rotor of a helicopter that had landed to get fuel.

Obie was Chairman of the Blaine County Airport Commission at the time of his death. The commission had recently overseen upgrade of the airport. He actively operated Obie Flying Service with a son.

He was born September 29, 1918 at Kremlin. He attended schools in Chinook and graduated from Chinook High School in 1937.

He joined the U.S. Army Air Corps in 1941 during WWII. He flew the P-47

Thunderbolt on 75 combat missions in the European Theatre and received the Purple Heart Medal. Obies' P-47 suffered combat damage on two occasions and although he was injured on one of these occasions was able to nurse his badly shot up fighter back to England.

He was also a military flight instructor for six months in Texas after the war.

He married Dorothy Chapman on January 31, 1945 in Chinook. He returned to Chinook in June of 1945 and started the Obie Flying Service which included flight instruction, aerial spraying and air taxi work. Ed Obie holds the distinction of actively operating a Montana Fixed Base Operation for 48 years. This is probably a record; however, it is not known for sure if any other individual has

actively operated a Montana FBO for a greater length of time. He was still flying over 500 hours per year.

He farmed part-time with his brother south of Chinook and his son southeast of Chinook. He served as Mayor of Chinook from 1968 until 1981, Chairman of the Blaine County Airport Commission from 1968 until present, member of the Montana Pilots Association, Montana Aviation Trades Association and AOPA.

Survivors include his wife, Dorothy of Chinook, two sons, Edgar Lee of Chinook and Dr. Larry Obie of Havre; two sisters, Gladys Sargent of Chinook and Ella Sargent of Billings; three grandchildren and numerous nieces and nephews.

Ed was a longtime supporter and friend of aviation and will be sadly missed by the Montana aviation community.

1992 General Aviation Safety Continues

With new safety records in general aviation in 1992, the Air Safety Foundation will continue its programs to reduce the total accident rate of this segment of aviation by the mid-1990s.

The safety of non-airline, non-military flying, known as general aviation, has improved dramatically and steadily since modern statistics were compiled beginning in 1946.

NTSB reported 408 fatal accidents in 1992, the nation's lowest total since 1958.

The number of accidents of all kinds—sank below 2,000. The all-time high was 9,253 in 1947.

The fatal accident rate dropped slightly to 1.50 per 100,000 flight hours in 1992 the lowest in history, down from 2.57 in 1972 and 7.0 in 1946.

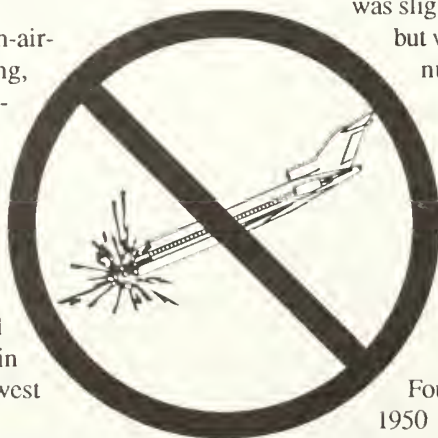
The total accident rate decreased in 1992 to 7.19 per 100,000 flying hours, the lowest in history, down from 15.8 in 1972 and 77.8 in 1946.

The number of fatalities, 812 in 1992, was slightly above the 1991 level but was the second lowest annual total since 1961.

Total flying hours were estimated by NTSB at 27.19 million for 1992, an estimate that has remained around 27 million since 1985.

AOPA Air Safety Foundation was founded in 1950 by the 300,000 member

Aircraft Owners and Pilots Association to promote a reduction in general aviation accidents, at the time totaling 4,505 a year. The Foundation's work is supported by contributions from AOPA members, private individuals and grants from corporations and private foundations.



Aircraft Registration Due

This is a reminder that all aircraft registrations are due March 1, 1993. Registrations not postmarked by March 1, will be subject to the penalty of five times the fee plus the fee.



If your aircraft is unflyable or has been sold, you must indicate as instructed on the reverse of the form and return to the Division.

Please send your registration in today. If you have not received a registration form or have any questions or concerns regarding your registration, please call the Aeronautics Division prior to March 1.

1993 Montana Aviation Conference

Tentative Schedule

Wednesday, February 24

Afternoon

- ✈ Booth Set-up
- ✈ Aerial Applicators Seminar

Evening

- ✈ Aerial Applicators Dinner

Thursday, February 25

Morning

- ✈ Exhibitor Meeting
- ✈ Mechanics Seminar
- ✈ MATA Business Meeting
- ✈ Concurrent Sessions

Luncheon

- ✈ Kick-off Luncheon Speaker: Dave Sclair, Co-publisher General Aviation News & Flyer

Afternoon

- ✈ Mechanics Seminar
- ✈ MAMA Board Meeting
- ✈ Concurrent Sessions
- ✈ Product Demonstrations

✈ FAA Q & A Session

Evening

- ✈ Dr. Jerry Cockrell

Friday, February 26

Morning

- ✈ Mechanics Seminar
- ✈ Concurrent Sessions
- ✈ Education Session
- ✈ MFF Business Meeting
- ✈ MAMA Membership Meeting
- ✈ Flying Companion Seminar

Luncheon

- ✈ Held in Exhibit Area
- ✈ Free to Registrants
- ✈ Door Prizes

Afternoon

- ✈ Education Session
- ✈ Concurrent Sessions
- ✈ Spouses/Guests Program
- ✈ MAAA Business Meeting
- ✈ 99's Business Meeting
- ✈ Product Demonstration

Evening

- ✈ Hospitality Hour in Exhibit Area

Saturday, February 27

Morning

- ✈ EAA Business Meeting
- ✈ Montana Seaplane Pilots Meeting
- ✈ MPA Business Meeting
- ✈ Mechanics Seminar
- ✈ Concurrent Sessions

Awards Luncheon

- ✈ Speakers: Pat Epps and Richard Taylor High Adventure on the Greenland Ice Cap

Afternoon

- ✈ Concurrent Sessions
- ✈ Aeronautics Board Question & Answer Session
- ✈ AOM Meeting

Evening

- ✈ Banquet Speaker: Major Rhonda Cornum
- ✈ Entertainment: Top Jimmy

The exhibit area will open Thursday morning, February 25, at 10 am, and will be open at various times during the Conference through Saturday afternoon. All coffee breaks, and Friday's lunch and hospitality hour will be held in the exhibit area.

Montana Aviation Conference—Feb. 24-27, 1993

Mail To:
Montana Aviation Conference
PO Box 5178
Helena, MT 59604

Please Type or Print

Name(s) of Participant(s) (for name tags) _____

Address _____ Phone _____

Your Organization Affiliation:
(Choose one only)

Please make the following reservations

NOTE: Meal Tickets must be purchased 24 hours in advance.

MPA	_____	99s	_____
MATA	_____	MAAA	_____
MAMA	_____	EAA	_____
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Reg. Fee -	_____ @ \$30/person	\$ _____
	_____ @ \$40/family	\$ _____
Daily Pass	___ Th ___ F ___ S @ \$15/Day	\$ _____
Thurs. Luncheon	_____ @ \$9	\$ _____
Fri. Luncheon	_____ @ FREE	\$ _____
Sat. Luncheon	_____ @ \$9	\$ _____
Sat. Banquet	_____ @ \$20	\$ _____

Rocky Mountain College Professor Wins Grant

Guy Smith, assistant professor of aviation at Rocky Mountain College, recently was selected from a nationwide field of applicants, for a \$6,000 research award, given under the 1992-93 Graduate Research Award Program on Public Sector Aviation Issues, which is sponsored by the Federal Aviation Administration and administered by the Transportation Research Board (TRB).

Smith was presented with the award at the 72nd annual meeting of the TRB, January 10-14, in Washington D.C. His

research is part of his doctoral program at Montana State University. Smith will conduct the study during the spring semester at Rocky Mountain College, using the FRASCA 142 flight simulator, assisted by Ed "Dutch" Trautwein, the simulator instructor at RMC. Smith's dissertation, titled Evaluating Self-Analysis as a Strategy for Teaching Cockpit Resource Management (CRM) in Undergraduate Flight Training, will be presented at the TRB annual meeting next year and will be published within the government and private-sector transportation community.

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